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2. Security Measures and Pilotage - No departure from the security procedures
hitherto reported was made during the vessel's visit to Constanta. Ruman-
ian guards patrolled the pier and waterfront area and liberty was granted
the crew (on one day's notice) until 2200. It was necessary for personnel
leaving the waterfront area to stop at the Customs House for validation of
their passes. Access to the city was gained through a gate northeast of
the Customs House which opened into the Cape Constanta area.

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3. Port Facilities - [] all facilities in the Port of Constanta in excellent condition. Subject vessel was berthed during its stay at the pier immediately south of the Customs House on the east side of the harbor. It was berthed first at the head of the pier and later on the south side. Four cranes, of approximately 3 ton capacity each, which were on railroad tracks along the pier, as well as ship's winches, were used in unloading the vessel. Despite the equipment available, the unloading operation was described as extremely slow and inefficient. It took three weeks, working three shifts a day, to unload the cargo of the vessel, which had been loaded at Antwerp in seven days, using only one 8-hour shift per day. The slowness of the operation was attributed to lack of know-how on the part of the unloading personnel, and even more, to their lack of energy. Subject vessel took on bunkers at the south side of the new petroleum pier. [] the petroleum pier had in the vicinity of eleven pipe lines running along the top of the pier, supported on racks at a height somewhat over six feet from the pier; that these lines were approximately 15 inches each in diameter. [] six pumps on the south side of the pier and stated that there were more than that on the north side. [] various tankers, which were observed being loaded at the petroleum pier, remained on an average of 24 hours. The estimated size of these tankers was around 12,000 tons. []

[] the number of tanks shown in the petroleum storage area (on ref) to be somewhere near correct. Sizes of the tanks vary, but in the main they tended to be around 50 feet tall and over 100 feet in diameter.

4. Vessels Observed - Along the west side of the east breakwater, which apparently serves as a Naval Station, there were always five or six motor torpedo boats. Seven or eight more were patrolling the area off Cape Constanta outside the breakwater. During the three weeks the vessel remained at Constanta, a considerable number of tankers loaded at the Petroleum Basin. These included about eleven Soviet. [] All of these tankers were estimated to be in the vicinity of 12,000 tons. Whenever a Soviet tanker appeared it was given priority at the pier. If the pier was full, a foreign ship was made to discontinue loading and give its place to the Soviet. Two identical Soviet passenger ships made a regular run between Odessa and Constanta, one appearing at Constanta about every two days. [] the passengers aboard appeared to be a regular cross section of population, and no troop movements via these vessels were observed. [] the vessels were recognized as passenger vessels which were built in Copenhagen three or four years prior to World War II. They make a speed of about 22 knots. []

5. Miscellaneous - Only Rumanian troops were used in guarding the waterfront area. [] the average age of the privates as between 20-23 years. Their uniforms were described as khaki, of a somewhat yellowish shade. [] a large number of sailors and many Soviet military personnel dressed in green uniforms similar to the uniform of the German Army in World War II, except that yellow or gold shoulder boards were almost universally worn. A number of personnel

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wearing Soviet uniforms spoke among themselves in Rumanian, giving the impression that they were native Rumanians serving in the Soviet army. [redacted] a large proportion of the Soviet-uniformed military personnel observed fell into this category. It seems more probable that the personnel referred to were Russians who have learned Rumanian prior to or during their occupation. Most of the personnel in Soviet uniforms who were observed speaking Rumanian appeared to have their families with them resident in the southern section of Cape Constanta. [redacted] before going ashore they had heard that the Casino on the southern shore of Cape Constanta was a sort of public recreation spot where beer would be available, but, upon arrival at the Casino they found that it had been converted into a meeting hall and that there was no activity whatsoever there when they visited it. [redacted] number of pictures of Joseph Stalin which were observed [redacted] There is a large picture of Stalin on the side of a warehouse on the east breakwater facing west so as to be plainly visible from most points in the harbor. This warehouse is believed to be part of the Naval Station. [redacted] pictures of Stalin were prominently displayed in the Agent's offices and in the Casino. There were no pictures of Malenkov in any of these places. No evidence of any recent civil disturbance was observed. There was considerable evidence of a serious food shortage among the civilian population, although the military appeared to be well fed and clothed.

[redacted]

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